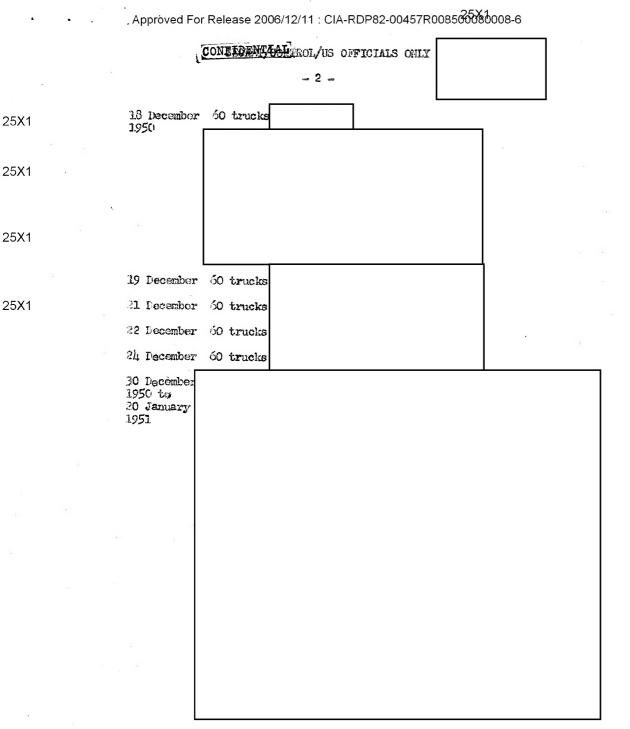
	A .		CALIFORNIA (A CASA) A SANTA AND AND AND AND AND AND AND AND AND AN	REPORT
rope_	Rumsh lote	or Valitato Ranair Sha		in Zanana
manufacturi de la com-	The second	e salah alam 1800 - mana salah menjah sebagai sebagai sebagai salah salah sebagai sebagai sebagai sebagai sebag	ennaga senagaala este de serio esta al la companya de la companya de la companya de la companya de la companya	
EVALUA	TION	PLACE	OBTAINED.	mit, agginer speklan tra metanggalanda ar ar sagraf sa samaka kalan kelan kelan sa
	F CONTEN			
			DATE DDEDA	pen 1 August 1951
,	BTAINED			
	ENOESL			any record and the control and
PAGE 3.		ENCLOSURES (NO. & TYPE)		
REMAR	KS annual commencer of the commencer	en springer i restrictibles. Gebruhansky arrays, ethas appendate possessus sussessings dependentalistic		THE THOU CON
AMPRICA CONTRACTOR OF THE PROPERTY OF THE PROP	po- and interphysical — S. Mark J. Woodsky ( - T- with out-out-out-out-out-out-out-out-out-out-	n dan dan magan gelaksi pelangkan kemanan memperindikan melikut dah kemberakan Timor ( 1777).	agy wegy ayrigan gery aggivareganna au nepsychol erwiej oerleiske lêt a	
				an vot cincinite
THE RESERVE OF STREET,	(i in compromisers of consists and majors of contraditional and	ну причина ческа пока изказант поре (и. голунск.) — ческовори избанововового с обосносности почеством ческом ч	turn is get a distribute approved the analysis are the second second second second second second second second	110 33
		,		
. 0	The producti	ion targets of the bra	nch motor veh	icle repair shop
	in Zooman (T	53/7 02) from December	30CO 4- 30	
<b>Y</b> 1	Tel description (1	Sylve only alone booking	er 1990 co 10	March 1951 was as follows:
<b>X</b> 1		Production Target	er 1990 <b>to 1</b> 0	Remarks
X1 (1	Dato Decembo:	Production Target 160 Chevrolet trucks	er 1990 <b>to 1</b> 0	Remarks  At the end of 1950, the amount
	Dato	Production Target	er 1990 to 10	Remarks  At the end of 1950, the amount of vehicles completed at the sho
	Dato Decembo:	Production Target 160 Chevrolet trucks 20 ZIS trucks	er 1950 <b>to 1</b> 0	Remarks  At the end of 1950, the amount of vehicles completed at the sho but not yet delievered or picked up, was 300 trucks, 80 repair
(1	Date December: 1950	Production Target  160 Chevrolet trucks 20 ZIS trucks 20 tank trucks  1h0 Chevrolet trucks	er 1950 <b>to 1</b> 0	Remarks  At the end of 1950, the amount of vehicles completed at the sho but not yet delievered or picked
(1	Date December: 1950	Production Target  160 Chevrolet trucks 20 ZIS trucks 20 tank trucks  1h0 Chevrolet trucks h0 tank trucks	er 1950 <b>to 1</b> 0	Remarks  At the end of 1950, the amount of vehicles completed at the sho but not yet delievered or picked up, was 300 trucks, 80 repair
<1 <1 <sub>.</sub>	Date December 1950  Januar 2951  February	Production Target  160 Chevrolet trucks 20 ZIS trucks 20 tank trucks  1h0 Chevrolet trucks h0 tank trucks 20 ZIS trucks 1h0 Chevrolet trucks	er 1950 <b>to 1</b> 0	Remarks  At the end of 1950, the amount of vehicles completed at the sho but not yet delievered or picked up, was 300 trucks, 80 repair
<1 <1 <1	Date December 1950 Januar 2951	Production Target  160 Chevrolet trucks 20 ZIS trucks 20 tank trucks  1h0 Chevrolet trucks h0 tank trucks 20 ZIS trucks 1h0 Chevrolet trucks h0 tank trucks	er 1950 <b>to 1</b> 0	Remarks  At the end of 1950, the amount of vehicles completed at the sho but not yet delievered or picked up, was 300 trucks, 80 repair
<1 <1 <sub>.</sub>	Date December 1950 Januar 1951 February 1951	Production Target  160 Chevrolet trucks 20 ZIS trucks 20 tank trucks  1h0 Chevrolet trucks h0 tank trucks 20 ZIS trucks 1h0 Chevrolet trucks h0 tank trucks 20 ZIS trucks 100 Ford trucks	er 1950 <b>to 1</b> 0	Remarks  At the end of 1950, the amount of vehicles completed at the sho but not yet delievered or picked up, was 300 trucks, 80 repair
< 1 < 1 < 3 < 1 < 3 < 1 < 3 < 1 < 2 < 2 < 3 < 3 < 3 < 4 < 4 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2	Date December 1950 Januar 1951 February 1951	Production Target  160 Chevrolet trucks 20 ZIS trucks 20 tank trucks  1h0 Chevrolet trucks 40 tank trucks 20 ZIS trucks 1h0 Chevrolet trucks h0 tank trucks 20 ZIS trucks 20 ZIS trucks	er 1950 <b>60 1</b> 0	At the end of 1950, the amount of vehicles completed at the sho but not yet delievered or picked up, was 300 trucks, 30 repair shop trucks and 30 tank trucks.
<1 <1 <1	Date December 1950  Januar 1951  February 1951  March 1951	Production Target  160 Chevrolet trucks 20 ZIS trucks 20 tank trucks  1h0 Chevrolet trucks h0 tank trucks 20 ZIS trucks 1h0 Chevrolet trucks h0 tank trucks 20 ZIS trucks 100 Ford trucks 20 tank trucks 20 tank trucks 20 tank trucks		At the end of 1950, the amount of vehicles completed at the sho but not yet delievered or picked up, was 300 trucks, 30 repair shop trucks and 30 tank trucks.
(1 (1 (1 (1	Date December 1950  Januar 1951  February 1951  March 1951	Production Target  160 Chevrolet trucks 20 ZIS trucks 20 tank trucks  110 Chevrolet trucks 140 tank trucks 20 ZIS trucks 140 Chevrolet trucks 140 tank trucks 20 ZIS trucks 100 Ford trucks 20 tank trucks 20 tank trucks 20 tank trucks 20 tank trucks		At the end of 1950, the amount of vehicles completed at the sho but not yet delievered or picked up, was 300 trucks, 30 repair shop trucks and 30 tank trucks.
< 1 < 1 < 3 < 1 < 3 < 1 < 3 < 1 < 2 < 2 < 3 < 3 < 3 < 4 < 4 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2	Date December 1950  Januar 1951  February 1951  March 1951  Trucks meed: 2 March 1951	Production Target  160 Chevrolet trucks 20 ZIS trucks 20 tank trucks  110 Chevrolet trucks 140 tank trucks 20 ZIS trucks 140 Chevrolet trucks 140 tank trucks 20 ZIS trucks 100 Ford trucks 20 tank trucks 20 tank trucks 20 tank trucks 20 tank trucks		At the end of 1950, the amount of vehicles completed at the sho but not yet delievered or picked up, was 300 trucks, 30 repair shop trucks and 30 tank trucks.
(1 (1 (1 (1	Date December 1950  Januar 2951  Februar 1951  March 1951  Trucks meedi 2 Larch 1951  Date	Production Target  160 Chevrolet trucks 20 ZIS trucks 20 tank trucks  110 Chevrolet trucks 140 tank trucks 20 ZIS trucks 140 Chevrolet trucks 140 tank trucks 20 ZIS trucks 100 Ford trucks 20 tank trucks 20 tank trucks 20 tank trucks 20 tank trucks		At the end of 1950, the amount of vehicles completed at the sho but not yet delievered or picked up, was 300 trucks, 30 repair shop trucks and 30 tank trucks.
(1 (1 (1 (1	Date December 1950  Januar 1951  February 1951  March 1951  Trucks assed: 2 Larch 1951  Date 2 to 11 December 1960	Production Target  160 Chevrolet trucks 20 ZIS trucks 20 tank trucks  110 Chevrolet trucks 140 tank trucks 20 ZIS trucks 140 Chevrolet trucks 140 tank trucks 20 ZIS trucks 100 Ford trucks 20 tank trucks 20 tank trucks 20 tank trucks 20 tank trucks		At the end of 1950, the amount of vehicles completed at the sho but not yet delievered or picked up, was 300 trucks, 30 repair shop trucks and 30 tank trucks.
(1 (1 (1 (1 (1	Date December 1950  Januar 2951  Februar 1951  March 1951  Trucks meedi 2 Larch 1951  Date 2 to 11	Production Target  160 Chevrolet trucks 20 ZIS trucks 20 tank trucks  110 Chevrolet trucks 140 tank trucks 20 ZIS trucks 140 Chevrolet trucks 140 tank trucks 20 ZIS trucks 100 Ford trucks 20 tank trucks 20 tank trucks 20 tank trucks 20 tank trucks		At the end of 1950, the amount of vehicles completed at the sho but not yet delievered or picked up, was 300 trucks, 30 repair shop trucks and 30 tank trucks.
(1 (1 (1 (1 (1	Date December 1950  Januar 1951  February 1951  March 1951  Trucks assed: 2 Larch 1951  Date 2 to 11 December 1960	Production Target  160 Chevrolet trucks 20 ZIS trucks 20 tank trucks  110 Chevrolet trucks 140 tank trucks 20 ZIS trucks 140 Chevrolet trucks 140 tank trucks 20 ZIS trucks 100 Ford trucks 20 tank trucks 20 tank trucks 20 tank trucks 20 tank trucks		At the end of 1950, the amount of vehicles completed at the sho but not yet delievered or picked up, was 300 trucks, 30 repair shop trucks and 30 tank trucks.
(1 (1 (1 (1 (1	Date December 1950  Januar 1951  February 1951  March 1951  Trucks assed: 2 Larch 1951  Date 2 to 11 December 1960	Production Target  160 Chevrolet trucks 20 ZIS trucks 20 tank trucks  110 Chevrolet trucks 140 tank trucks 20 ZIS trucks 140 Chevrolet trucks 140 tank trucks 20 ZIS trucks 100 Ford trucks 20 tank trucks 20 tank trucks 20 tank trucks 20 tank trucks		At the end of 1950, the amount of vehicles completed at the sho but not yet delievered or picked up, was 300 trucks, 30 repair shop trucks and 30 tank trucks.
(1 (1 (1 (1 (1	Date December 1950  Januar 1951  February 1951  March 1951  Trucks assed: 2 Larch 1951  Date 2 to 11 December 1960	Production Target  160 Chevrolet trucks 20 ZIS trucks 20 tank trucks  110 Chevrolet trucks 140 tank trucks 20 ZIS trucks 140 Chevrolet trucks 140 tank trucks 20 ZIS trucks 100 Ford trucks 20 tank trucks 20 tank trucks 20 tank trucks 20 tank trucks		At the end of 1950, the amount of vehicles completed at the sho but not yet delievered or picked up, was 300 trucks, 30 repair shop trucks and 30 tank trucks.

CLASSIFICATION NET TO LAST OF TOTALS OF TOTALS OF TOTALS

Document No	08
No Change In Class.	25X1
Declassified Class. Changed To: TS	s (B)
Acth.: HR 70-2 Date:	By



CONSTRUENTANT ROL/US OF FICIALS ONLY

		CONFIDENTIAL	TROL/US OFFICIALS OF LY		
25X1					
i.					
					6
•					
25X1	3.	Slippents of material and v 1950 and 10 March 1951 incl	ehicles leaving the shouded:	p between 2 Dece	mber
		Date	Outgoing Shipments		
25X1		2 December 1950 6 December	80 trucks on 2 train	and filt	ers,
			gears and steering a	ears by trucks	

CONFIDENTIAL ROL/US OF TCIALS ONLY

	<b>D</b> e ja		Outgoing Shipments
25X1	CANA S CONTRACTOR		18 trucks by road toward Koenigswusterhausem
	ıl, o	ecampen.	6 repair shop trucks
25X1	16 0	ecember	16 unnumbered tank trucks
	20 0	ecembe <b>r</b>	repair shop trucks
25X1			driven by soldiers who had come
2071	23 0	december	h repair shop trucks
25X1	<b>21</b> : 10	December	2 umumbered repair shop trucks
0EV4	27.0	)ecember	renair shon trucks
25X1			tank trucks
25X1		January 1951	50 trucks, 12 repair shop trucks and 10 tank trucks, which were completed and driven away by personnel who had arrived in covered trailers
25X1			at the beginning of January 1951.
	16	January	58 trucks by rail, loaded by soldiers who had arrived in covered trailer
25X1	<b>1</b> ? a	January	12 unnumbered repair shop trucks picked up by soldiers who had arrived in covered trailer
25X1			
25X1	<b>1</b> 6	January	10 tank trucks <u>picked up</u> by soldiers who had arrived on truck
25X1	10	January	10 tank trucks, picked up by soldiers who had arrived on truck
25/1	20	January	12 tank trucks, picked un by soldiers who had arrived on truck
25X1	20	January	6 tank trucks and 2 repair shop trucks
25X1	2.	January	12 trucks
25X1	21:	January	6 engines. 6 radiators and 6 steering gears by trucks
	<b>2</b> ;;	January	21 engines and 21 gears by trucks
25 <b>X</b> 1			
25 <b>X</b> 1		February	60 trucks, which were probably completed by soldiers who had arrived on trucks
	25X1	25X1	
25X1	25X1	CONF	IDFNIIAIOL/US OFFICIALS ONLY
25 <b>X</b> 1	25X1		

·	Confide	NTYROL/US OFFICIALS ONLY
	Pate	Outgoing Shipments
	5 February	40 trucks, driven by soldiers who arrived on
25 <b>X</b> 1		trucks
2514	13 February	12 repair shop trucks
25X1		
25X1		and 20 trucks, completed and picked up by soldiers who arrived in covered trailer on 10 February.
25X1	17 February	10 tank trucks  picked up by a detail of soldiers who had arrived in covered trailer  3 engines by truck
25X1		
	1 to 19 Foorwary	40 trucks and 50 repair shop trucks, loaded at the railroad spur by the repair shop personnel. The repair shop trucks
25X1		
25 <b>X</b> 1	2. February	6 tank trucks, picked up by the detail who came with covered trailer
	2. February	repair shop trucks loaded by the repair shop personnel.
25X1	20 February to	90 trucks, completed and picked up by soldiers who
25 <b>X</b> 1	the beginning of March	arrived in covered trailers on 26 February.
	2 March	12 engines, picked up by truck
25X1	5 to 10 March	25 Chevrolet trucks, picked up by soldiers who arrived by truck
25X1	repair program for this type o	1951, efforts were made to have Ford trucks included in the of the shop. Since the available assembly line was not suits f trucks because of the different tread, the assembly line lowever, it did not work in the modified state and had to be
25X1	reconverted. The Ford trucks a repair shop i essential field	e repair of 10 Ford trucks on special supports was attempted turned in at the shop in December 1950 allegedly came from a Leipzig which was said to have been geared to a more of production. This shop, like that in Zeesen, is a branch
25X1	still incomplet tracks were can	air shop unit. (2) The repair work on the Ford trucks was o prior to 10 March. Mine of the aforementioned 10 Ford nibalized and their parts assembled to make one truck tion. The assembly line had been modified for Ford vehicles.
25X1		-

CONFIDENTIAL ROL/US OF TCIALS ONLY

25X1

25X1

,	CONFIDENTIAL TROLAS	OFFICIALS	ON
	- 6 m		

However, there was still a shortage of tools for this kind of repair; and the tools had to be made in the shop. Efforts to obtain most essential tools from outside sources were of no avail. A sand blasting machine 2 1/2 meters square, was recently installed at the shop and used primarily for the cleaning of rims.

- 5. The number of Chevrolet trucks needing repairs 10 March had decreased to 150. The vehicles were parked in the yard and were scheduled for repair during March and April.
- $6_{\circ}$  At the beginning of January 1951, 50 workers were removed from the assembly and disassembly sections, and were not replaced. A total of 180 men were discharged on 25 January, allegedly so that they could work for VEB ABUS in Wildau, Some of them were rehired in Schoeneweide after a short time, but, no additional workers were hired at the ABUS. (3)
- 7. Soviet officers, arriving in sedan inspected the repair plant on 20 December 1950. On 10 February 1951, a commission of 1 general and 6 field-grade officers arrived in Norch sedan and sedans L They inspected the plant thoroughly with special emphasis on the condition of the machinery. The same commission had allegedly inspected the plant in Schoeneweide on 6 February, (3)
- The plant is a large branch installation of the 53d Central Repair Shop of the GOFG and is located on the premises of the former broadcasting station south of Koenigswusterhausen. The present report supplies additional data on the capacity and work process of the plant.
- (2) The repair plant may be the one in the former Koellmann Plant or the one in the former Buessing Plant, both plants are branch repair shops of the 5hth Central Repair Shop of the GOFG in Leipzig.
- (3) The statement probably refers to the branch plant of the 53d Central Repair Shoo in Berlin-Oberschoenweide

(4) The bulk of the notor vehicle

<u>listed</u> in the report belong to the following units: Headquarters units of the Third Shock Army; 14th Cds Heca Div of the Third Gds Mecz Army; GOFG; Third Shock Army. Rear Services of the GOFG; 7th Gds Tank Div of the Third Gds Mecs Army; 18th Mecs Div; Third Shock Army; engineer unit of the GOMI from Rosslau; 9th Gds Tank Div of the Second Gds Necz Army. 12th Gds Tank Div of the Second Gds Lecz Army; 11th Gds Tank Div of the First Gds Mecz Army; 19th Gds Mecz Div of the Third Shock Army; artillery division of the GOFG in Potsdam; Hq Third Gds Mecz Army; 9th Tank Div of the First Cds Mecz Army; 9th Gds Tank Div of the Second Gds Becz Army; 21st Gds Necz Div of the Eighth Gds Army; 9th Mecs Dav of the Third Gds Mecz Army; headquarters units of the Third Cds Hecz Armies; unidentified motor transport unit of the GOFG; 207th Rifle Div of the Third Shock Army; headquarters units of the

Third Shock Army; 6th Gds Mecz Div of the Fourth Gds Mecz Army; 94th Gds Rifle Div of the Third Shock Army; 7th Gds Tank Div of the Third Gds Mecz Army; 25th Tank Div of the Fourth Gds Mecz Army; and 14th Gds Lecz Div of the Third Gds Mecz Army.

UK GOPT and 300

CONFIDENTIAL TOLVUS OFFICIALS OLLY

25X1 25X1

25X1

25X1

25X1

25X1

25X1

25X1

25X1

25X1

25X1

25X1

25X1

25X1

25X1

25X1